

Central Wharf, which was commenced in July, 1849. It is the same building now on No. 5 of Lager, standing in Washington, below Stockton.

Small degree of commerce, in the latter part of the year 1849, was done at the wharf, but in the month of October, a hatching of a little from steamboats, in October, was left Central Wharf on an experimental trip, which proved entirely satisfactory, and she was placed on the route to Sacramento. On one of her first trips she brought a number of passengers, and her cargo, which sold readily at one dollar per hundred. Some of the sales brought the fine price of forty five dollars.

The steam boats M. Kim and Senator were shortly afterwards put on the same route. All these vessels were built at the wharf, and the wharf has been the scene of heavy toll gratuity that the time of transit was lessened.

set them. Numerous instances, men perfectly soaked in the loughs in attempting to cross the straits, and would have suffered martyrdom had not assistance been at hand. Tradition tells of one person who actually disappeared under these circumstances. The interest of the story is not in the fact, but in the prize, and therefore, was the scene of many interesting and exciting incidents. To cross on foot became completely impossible, until a submerged footway was constructed with bags of bone, damaged rigs, bundles of tobacco, and a general assortment of refuse. The natives, however, were not the only experienced navigators who succeeded in making their way. But to the unskilled wayfarer who, in attempting the path, deviated from the subterranean line of march. In the death of business and amusements, many citizens found agreeable employment in the business of the natives. The main difficulty of travel, and requiring the most patience in desperate cases. New comers often landed from shipboard, rigged in their Sunday best, and with boots brightly polished, intending to strike the natives by surprise by such tokens of high civilization. But scarcely had they taken these terms, when the natives, who were not so easily deceived, their arms were not there, and they were glad to get back to the ship, with the loss not only of Day & Martin's polish, but of the boots themselves, which they were constrained to leave deep buried in the streets of San Francisco!

It is cause of regret that the history of that warlike and enterprising nation, the memory of memory and tradition, and that exact observations of the quality of rain were not recorded. To hear the eloquent narrations of the survivors, one might suppose that the warriors of Heaven were kept steadily open, from the commencement of the world to the present time. But the exact records in our possession, published at the time in the newspapers, tell a different story. It appears that the rains set in regularly, with a storm from the southeast, on the 13th of November, and terminated sometime in March, and that the number of days on which rain fell in this period was only one. At the same time, just one of the days during the same season were without rain. Building operations were not entirely suspended

The brick building of Burgeyne & Co., and several other big edifices, were completed during the winter. The streets were covered with a comfortable fall of hail, which remained on the ground for some days, among the spring flowers that covered the hills.

In those days, before the recent improvements in the delivery of letters, the Post-Office exhibited the most curious scenes on the arrival of the mails from the Atlantic. Forty or fifty men, without number of long lines, to march to the windows in quest of letters from home. Desperate efforts were made to secure a place near the window, in anticipation of the opening of the office. Men rose from their beds in the middle of the night, to wait for the opening of the office, in order to provide a chair, and hitch up, step by step, as the procession slowly advanced, and to wait away the time with cigars and other appliances. Persons were exposed for hours to the most dreaching rains, which they endured with heroic fortitude, and then they stood, men of speculative views, who expected as letters, secured advanced places, and then sold them, sometimes for as much as eight or ten dollars.

The most motley population in the world was seen on the streets of San Francisco, on the day of the late election of the citizens in regard to dress served to add to the apparent diversity. Every man had his own standard of fashion, entirely independent of the rest of the world. A ludicrous account of their costumes was given by a Californian, who, in referring to the shirt-waisted frocks, the cut-aways, the high collars, the broad-tailed and the swallow-tailed dress coats, the double-breasted jackets, the saratogas, the bang-ups, the Silesburg hats, the top-boots, the high-top boots, the skates—the boots, the high-topped and low-topped, the far-topped, red-topped and green-topped, fisherman's boots and horsemen's boots and miners's boots, breeches, gaiters and shoes of patent leather, calfskin and cowhide.

most popular was the California sloach, which had an virtue of pliancy, and was convertible into a pillow, a basin, a handkerchief, or a basket, without injury to its substance or form. As the female population increased, the costume of the men began to approach a more conservative and manly style, and the men began to wear long white cleaved to the caputs of the old Californians, has given place to trim and formal modes from Broadway or Chestnut st.

The women, however, had the best of the people inclined them not in the slightest degree toward intellectual pursuits. From the multitudes of gambling and drinking houses, and the crowds that filled them, one might infer, without guessing, violently against truth, that the thing was entirely a habit, and that the people were in the inferior occupation of one-half of the people, and the slight diversion of the other half. In the progress of civilization and refinement, during the winter aforesaid, two theaters were kept in operation, and a portion of the citizens were occupied in the evening with concerts, balls, dinner parties, and military supplies.

In the winter aforesaid, Happy Valley began to figure in the world's history, and discussions were held in the papers as to the rightful claimant of the honor awarded to the city, and among the numerous arguments began to attract notice, and when, in the movement for the incorporation of the city, it was proposed to extend the city limits to embrace the Mission, sundry anti-anthropometrical meetings were held by the denizens of that region, and the city of the future was pronounced to be of an inferior character was made to the union.

The first rush homeward took place in this winter. Driven from the mines by the weather, many of the most fortunate and successful of the miners, and a large number of unfortunate looked with longing hearts toward the fatherland. All the tickets for the steamers being taken, as extraordinary prices were offered for them. For a steerage ticket, the original cost of which was \$150, as much as \$200 was given for the same.

The first of the series of calamitous conflagrations that have marked the history of the city broke out on the 8th of December, 1849, about 6 o'clock A. M. It commenced in an upper story of Benjamin C. Smith's residence, and spread rapidly, and its progress is interestingly described by Merchant st. From this point it spread down Wash-

tionist, nearly to Montgomery, and also toward East St., destroying most of the houses in the block, which had been built up from street to street. The destruction of a portion of the city was complete. Houses and stores were burned, and the destruction of property was estimated at a million of dollars. The fire of November, 1852, broke out almost on the same spot, and burned over a portion of the same ground, but with less destruction.

Early in 1850 an express wagon made its appearance in the streets. In March the plowser milk wagon awakened certain agreeable emotions in many minds. There was also some excitement of a more serious kind over the price of washing—from six to four dollars a dozen.

A curious incident transpired in January, 1850, which was nothing less than the public sale of three females, from Sydney, to pay their passage to the United States. The transaction was effected at the Custom House, where they were sold for five months, at three dollars each—the captain pocketing the money with entire satisfaction.

In March, 1850, was formed the "Stranger's Benevolent Society," for the relief of the indigent sick from all parts of the world.

On the 12th of April, 1849, to the 26th of January, 1850, a period of a little over nine months, there arrived by sea at San Francisco 39,868 immigrants, of whom 1,942 were females. Of 503,000 dollars, which was the total cost of the voyage, 318,616 dollars was the price ending April 15, 1850, there arrived 62,000 passengers, 2,000 of whom were females. The number of vessels conveying them was 655 American, and 18 foreign.

The latter of 1849—20 witnessed the first step toward the formation of the present enormous debt of the city. The expenditures for December were \$135,000 and the receipts \$175,000, leaving a balance in the Treasury of \$40,000. In January and February the expenditures were \$200,000 and the receipts only \$170,000, leaving a deficit of \$30,000. The audacity of the present debt. Two thirds of the receipts above mentioned were from the sale of city lots. The debt then began to increase rapidly, and in a little more than a year had reached the enormous sum of \$1,000,000. When the Treasury was empty, the scrip was issued, bearing interest at three per cent. per month. The credit of the city grew worse and worse, the scrip depreciated until it was not held even over one-third of its nominal value. There were loud claims against the city, and it drew up bills for its creditors. The Government, however, refused to recognize the bills. On the sale of the scrip received in payment, the full amount of the debt in cash. The merchants furnishing a thousand dollars will sell for three dollars to the Hospital, would pay only \$300 for the same. The Government would not pay more than three per cent. interest at the rate of thirty-six per cent. per annum. When the debt was funded and converted into bonds, the interest was reduced to six per cent.